

The Hong Kong Daily Press.

No. 9273 號三十七百二十九號 日七月廿八年三月光

HONGKONG, FRIDAY, SEPTEMBER 23RD, 1887.

五年
號三十二月九英港香

PRICE \$2 PER MONTH

SHIPPING.

ARRIVALS.

September 22, KWANG-LEO, Chinese steamer, 1,508 tons. Wells Whelpson 22nd September. General—C. M. S. N. Co.

September 22, OXFORDSHIRE, British steamer, 308 C. P. Jones, Saigon 16th September. Hion—RUSSELL & Co.

September 22, KUTSANG, British steamer, 1,495. Jackson, Shanghai 18th September, and Swallow 21st. General—JARDINE, MATTHESON & Co.

September 22, ORISTERS, British steamer, 2,823. J. Hutchinson, Liverpool 6th August, and Singapore 16th September. General—BUTTERFIELD & SWIRE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

22ND SEPTEMBER.

Fer-chew, British steamer, for a cruise. Meita, German steamer, for Cebu. Bonalder, British steamer, for Singapore. Yungtze, British steamer, for Shanghai. Ruyton Dixon, Norwegian steamer, for Kutchinotan, Haiphong, British steamer, for Swatow. Atholl, British steamer, for Saigon. Kuang Lee, Chinese steamer, for Shanghai. Claro, German steamer, for Chefoo. Vianys Spanish steamer, for Amoy.

DRAFT PARTIES.

September 22, HYDASPE, British steamer, for Shanghai. September 22, CITY OF RIO DE JANEIRO, American str., for Yokohama and San Francisco. September 22, CHING-TU, British steamer, for Australia & Co.

September 22, DECIMA, Ger. str., for Bangkok. September 22, AMIGO, Ger. str., for Amoy. September 22, FERD, Ger. str., for Whampoa. September 22, VISAYAS, Span. str., for Amoy. September 22, RAYTON DIXON, Norwegian steamer, for Kutchinotan. September 22, XANOTZE, British steamer, for Shanghai. September 22, ATHOLL, British str., for Saigon. September 22, BUNALDER, British steamer, for Singapore. September 22, HAIPHONG, British steamer, for Swatow, &c.

September 22, KUTSANG, British steamer, for Whampoa.

September 22, FEE-CHEW, British steamer, for a cruise.

PASSENGERS.

ARRIVED.

Per Oxfordshire, sir, from Saigon.—30 Chinese. Per Kutsang, str., from Shanghai, &c.—Mrs. Roland and family, Mr. Howell, and 57 Chinese. Per Orates, str., from Liverpool, &c.—Messrs. Cobbe and Cooley, and 508 Chinese from Singapore.

DEPARTED.

Per City of Rio de Janeiro, str., for Yokohama and China. For San Francisco—Judge and Mrs. J. Bell and daughter, Mr. J. Bonham Carter, 2nd Evans and 154 Chinese.

Per Jasper, str., for Shanghai—From Hongkong—Mr. J. Weston, Messrs. G. M. Campbell and W. H. M. Parr. From London—Messrs. T. Tolliay, J. Mills, T. Calshaw, and Cleary.

Per Haiphong, str., for Foochow.—Mr. J. E. Silberman, to depart.

FOR SALE.

THE FRENCH SCREW STEAMER "ILLISUS." Of 1,173 Tons Gross, 77 Tons Net Registered, and 1,000 H.P. APPAREL, and APPURTENANCES, as she now lies moored in this Harbour. The steamer has a new Boiler put on her; she was built in 1863.

For further Particulars and Cards of Inspection apply to:

PAUL HIN CHAN & CO., 83, Bonham Strand West, Hongkong, 22nd September, 1887. [1884 FOR SALE CHEAP.

3 CYLINDRICAL TUBULAR GUN-BOATS BOILERS, 150 H.P. each, with fittings, tested to 150 lbs. to the square inch; they are suitable for a vessel about 600 tons, or would be very suitable for driving stationary engines. 1 Large STEAM LAUNCH ENGINE AND 2 Vertical BOILERS. 1 Steel FIRE ENGINE BOILER, 1 1/2 H.P. ENGINE. 2 Small HUMPS, 2 Horizontal and 2 Direct Steam WINCHES. 1 Large PLANING MACHINE. 1 DRILLING MACHINE. 2 EMERY TOOL GRINDERS. 1 Patent FAN BLOWER. 5 Boxes TAPS and Dies. 2 Weston's PATENT BLOCKS, 4 and 6 tons. 6-ton HYDRAULIC JACKS. 2 double acting HAND PUMPS. 1 5000 gal. AIR TANK. 1 1/2 ton STEEL STORE. Large quantity of washing, about 1500 pieces per day, with Boiler and Engine. 1 Hopping MACHINE for cleaning Ship's Bottoms. 1 Powerful JIB (HANE). 7 new Hand-Power Patent STEEL FLOUR MILLS by Purhouse of Wolverhampton. 1 New Patent Hand-Power RICE SHELLING MACHINE, by Nicholson, of Newcastle-on-Tyne.

All the above Machinery are now or as good as new.

For further Particulars, apply to:

J. M. ARMSTRONG,

Anchorage, Queen's Road,

Hongkong, 24th June, 1887. [1886 FOR SALE.

INTIMATIONS.

BANKS.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

STANDARD LIFE OFFICE.—30

days are allowed for the payment of the renewal premium in all cases, and 18 months under Policies of 5 years' standing, without medical certificate, on payment of a moderate fine; and if death occurs within these 13 months, it is the Company's practice to pay the amount assured, after deduction of the unpaid premiums and fines. After the 13 months the Policy is forfeited, but the surrender value remains available for 5 years, as explained in the Company's Prospectus.

Interest allowed on Deposits.—Fixed for 12 months, 5 per Cent. per Annum. Fixed for 6 months, 4 per Cent. per Annum. Fixed for 3 months, 3 per Cent. per Annum. On Current Deposit Accounts 2 per Cent. per Annum on the daily balance.

Approved CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, and the BALANCES of such Claims purchased on advantageous terms by the Company.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits.—

Fixed for 12 months, 5 per Cent. per Annum. Fixed for 6 months, 4 per Cent. per Annum. Fixed for 3 months, 3 per Cent. per Annum. On Current Deposit Accounts 2 per Cent. per Annum on the daily balance.

Approved CLAIMS on the NATIONAL LIFE INSURANCE SOCIETY.

E. W. BUTTER, Manager, Hongkong Branch.

Have just unsealed the following Goods Suitable for the Present Season:

GENTLEMEN'S HOSIERY,

Comprising—

SCAVES; TIES; MERINO, COTTON and SILK.

ANGLO-INDIA GAUZE UNDERCLOTHING; SILK,

LEILE THREAD, COTTON and WOOLLEN SOCKS;

THICK WORSTED SOCKS and STOCKINGS for

WALKING, &c.

FELT HATS, STRAW HATS, and PITH HATS.

ALSO, LADIES' and GENTLEMEN'S SILK UMBRELLAS.

LANE, CRAWFORD & CO., LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.

On Fixed Deposit Accounts—

3 months 3 per Cent. per Annum.

6 months 4 per Cent. per Annum.

12 months 5 per Cent. per Annum.

LOCAL BANKS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRILLS granted on London and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager, Hongkong, 20th September, 1887. [1887 NOTICE.

RULES OF THE HONGKONG SAVING BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$25,000 in any one year.

3.—Depositors in the Savings Bank having \$100 or more at their credit may, at their option, withdraw the same at any time, or leave it in the Bank for a fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 34 per cent. per annum will be allowed to Depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment of Withdrawals. Depositors may also receive a statement of their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked ON HONGKONG SAVING BANK BUSINESS is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal signature of the Depositor or his duly appointed Agent and the production of his Pass-Book are necessary.

For the HONGKONG SAVING BANK CORPORATION.

T. JACKSON, Chief Manager, Hongkong, 1st September, 1887. [1887 NOTICE.

THE RAWANG TIN MINING COMPANY, LIMITED.

Incorporated under the "Indian Companies' Act 1860," whereby the liability of Shareholders is limited.

CAPITAL \$125,000, divided into 6,250 Shares of \$20 each, payable as follows:—

\$2 on application;

\$2 on allotment;

\$2 on 1st December, 1887.

\$2 on 1st February, 1888.

No further calls to be made without a notice of one month, and each call not to exceed \$2 per share.

DIRECTORS:

Mrs. GUTHRIE DAVIDSON, Esq. (Advocate and Solicitor) Singapore, Chairman.

THEODORE SOHR, Esq. (Merchant) Singapore.

THOMAS SCOTT THOMSON, Esq. (Merchant) Singapore.

CARLTON CHARLES NORTHEY GLASS, Esq. (Merchant) Singapore.

LEIS KENG YONG, Esq. (Merchant) Singapore.

YAP KWAN SING, Esq. of Kwala Lumpur, Selangor, owner of the "Pudu," "Simpah," "Pan-Simpah" and "Sungkie" Kroya" Tin Mines, Selangor.

GENERAL AGENTS:

MESSRS. W. R. SCOTT & CO., Merchants, Singapore.

OFFICES:

No. 5, COLLYER QUAY, Singapore.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMasters and ENGINEERS are respectively informed that if upon their arrival in the Harbour of the Company's Foreign should be at hand, ordered for removal to the H. H. Office, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

SOLICITORS:

MESSRS. RYLEY & DAVIDSON, Singapore.

AUDITOR:

ALEXANDER JAMES GUNN, Esq. Accountant, Singapore.

GENERAL AGENTS:

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INTIMATIONS.

1887. NOW READY. 1887.

THE

CHRONICLE AND DIRECTORY

FOR 1887.

WITH WHICH IS INCORPORATED

THE CHINA DIRECTORY.

(TWENTY-FIFTH ANNUAL ISSUE).

COMPLETE, WITH APPENDIX, PLANS &c., &c.

ROYAL 8vo. pp. 1,156...\$5.00.

SMALLER EDITION, ROL. 8vo. pp. 776...\$3.00.

THE CHRONICLE AND DIRECTORY

HAS BEEN THOROUGHLY REVISED AND BRUGHT UP

TO DATE, AND IS MUCH INCREASED IN SIZE.

A. S. WATSON & CO., LIMITED,

OUR NEW SEASON'S

FLOWER AND VEGETABLE

S E E D S

ARE NOW READY FOR DELIVERY.

VEGETABLE PARCEL PRICE \$7.50

FLOWER PARCELS \$10 & \$5.

SPECIAL FLORISTS' SEEDS

IN SEPARATE NAMED VARIETIES.

CATALOGUES ON APPLICATION.

THE HONGKONG DISPENSARY.

Hongkong, 19th September, 1887.

1887.

BIRTHS.

On the 16th September, at the Gas Works, West Point, the wife of Mr. C. Chase, of a son, 1725.

On the 19th September, at 2nd Cairnhill, Hongkong, the wife of Mr. JAMES MOONEY, of a son, [1887]

MARRIAGE.

At the United States Consulate, Shanghai, on the 10th September, 1887, by the Rev. John J. Allen; D.D., LL.D., R. R. TUNISON, of San Francisco, Cal., to FANNIE BENNETT, of Salt Lake, Utah.

DEATH.

At 2nd Miller-road, Shanghai, on the 11th September, 1887, MARY, the beloved wife of James Swanson, aged 25 years.

The Daily Press.

HONGKONG, SEPTEMBER 23RD, 1887.

1887.

THE establishment of a medical school in Hongkong, in connection with the Alice Memorial Hospital, is an event which will be hailed with extreme gratification by every friend of humanity. We can conceive of nothing more painful to the heart than the spectacle of the vast amount of suffering amongst the Chinese arising from bodily ailments which would readily disappear under proper treatment or at least be susceptible to mitigation, but which, allowed to go on, or perhaps aggravated by the use of quick nostrums, make the patient's life a burden to himself and his friends. The field for the mitigation of this suffering is wide, but the laborers are indeed few. All honour, then, to the professional gentlemen of Hongkong, who, without hope of material reward for their exertions, have undertaken to train unlaboured work in the field, to qualify them thoroughly with every branch of knowledge necessary for the exercise of the healing art, and to train them in the delicate operations of surgery. Nor, while admiring this newly launched scheme, would we forget the earlier workers in the field, the pioneers of foreign medicine in China. Most of the missionary hospitals have included amongst their work the training of Chinese students so far as the time and means at their disposal have permitted them. Then came Dr. WYKEHAM MYERS, of the David Manson Memorial Hospital, Takow, who elaborated a well thought out scheme by which he was not only to impart instruction to students, but to obtain for them a recognized status. For this purpose he secured the assistance of his fellow professionals at Hongkong and Shanghai to act as examining boards and certify to the proficiency of the candidates. This in itself was a great step in advance. But Dr. MYERS was not content to rest there. He went to Tientsin to lay his scheme before the Viceroy Li Hung-chang and to secure the assistance of that enlightened statesman in obtaining for the graduates of his school a recognized literary rank in China. In this, it is said, entered most warmly into the scheme and its promise to obtain the desired literary rank for the young men. For the present Dr. MYERS's school is to be continued in Formosa, but a Northern contemporary says it will, undoubtedly, as it grows to remove to Shanghai, where the opportunities of study are so much more perfect, and where it may become a branch of the Admiralty establishment which will before long be located there. Whether our contemporary is speaking from knowledge or merely indulging in speculation we are not aware, but there can be no question that Shanghai would be the more suitable location for the school. There Dr. MYERS was able to secure the assistance of most or all of the members of the faculty, as in the case of the Hongkong school, each to act as professor of a particular branch. With all respect to Dr. MYERS, it is not to be expected that any man can give such efficient tuition in every department as can be given by a large staff of professors even dealing with a branch which he makes his specialty. If Dr. MYERS's school makes gradients leading, therefore, as it seems to the donee, there can be little doubt that it will naturally be removed to Shanghai, where we trust it will develop into a large and flourishing institution.

Thus with the thoroughly organized medical schools, or in the commercial metropolis of China, and in the other in the colony, fine medicine cannot fail to make its way amongst the Chinese, and, there seems to be a disposition on the part of the authorities at Peking to improve somewhat their view of education, to receive braille, etc., of study entirely ignored in China, and to send especially selected men on a tour of foreign travel for the purpose of expanding their minds and acquiring information—on all this is going on, we say, it may come to pass that a science will be received and authoritative in China as a learned profession sooner than we expect. The present position of the doctor in China is well summed up by the North China Herald—“In a country where there is no medical training, where the doctors are the mere empirics not even on a level with the barbers, surgeons of the Middle Ages, where the qualifications for the profession are audacity and an appearance of profundity, with some jargon about the cold principle and the hot principle, it is only natural that they should be despised, and should have no place in the literary hierarchy.” All this has to be altered. I may be, notwithstanding the good intentions of Li, that the new school of doctors will slowly have to fight their way, look down on with coldness and contempt by the educated classes of their native land, or it may be that they will very speedily be firmly recognized and received into favour by the authorities. But, whether favoured by the authorities at the outset or not, that foreign medicine will steadily make its way in China there can be no doubt, and the name of the founders of the Hongkong College of Medicine as well as that of Dr. WYKEHAM MYERS will be held in affectionate reverence by future generations of Chinese physicians and surgeons. It will, however, be an unmistakable advantage if it were known that the students on graduating would be entitled to Chinese literary rank, as this fact would commend the profession to the higher classes, and youths of superior education or connections might perhaps be secured than would otherwise be the case. The Hongkong College is, unlike Dr. MYERS's School, beyond Chinese jurisdiction, but the graduates of both institutions would, we should imagine, be recognized in China as orthodoxy footling, just as foreign diplomas are recognized in European countries.

Mr. Holmes will give his last recital, prior to leaving the colony, in a few days, when a first-rate programme is promised. Among other items the pianist intends giving the whole of Liszt's “Gondoliers,” a selection from which he introduced with such excellent effect in the last portion of Wednesday's programme.

A North British correspondent writes to the *Singapore Free Press* as follows—“Roadmaking in Amoy Bay and the neighbourhood is in full progress, and many places thought before to be far apart, are now being brought together. Gold seeking, as far, has been the reverse of brilliantly successful, but yet enough has been found to had to the hole to make a good thing. The Europeans, including a representative of the British Gold Mining Company, are now away exploring up to the sources of the Segama, so the best of the region is known. The Planting and Trading Company is going vigorously on with its operations and is contemplating going further largely for pepper planting. The London Coffee Association has made some in prior lately, which will probably soon be receiving more attention as the coffee climate are both so admirably suited for it. A branch of the Planting and Trading Company is to be especially devoted to tea-growing purposes. The Saw Mill's itself will probably be passing through Singapore on its way to the mouth of the Yangtze River, under command of Mr. Boulton, late of John's Own Guards. The Hon. W. M. Crocker, is still gaining all his native and European friends, including all the Englishmen, as well as Europeans. His energy has been upon the right object, and the result of his efforts has been the same as that of the man who said ‘If you want to make a nation great, you must sacrifice your sons.’”

The week of the China Navigation Co.'s steamer *Tientsin* was submitted to auction at Amy on the 18th inst. by Mr. Steele, when it fetched \$1,000. It was bought by a Chinaman.

The Agent informs us that the Pacific Mail steamer *City of New York*, with mails, etc., from San Francisco to the 1st instant, has arrived at Yokohama, and will leave that port on Saturday, the 24th instant, for Hongkong.

The remains of the late Mr. Hoo Ah Yip (Wampoa), were to be put on board the O.S.C. (Whampoa) steamer *Orestes* at Singapore on the 16th instant, for conveyance to China. They will be buried in the family tomb at Whampoa.

The case in which U. Ashing and twelve others charged with being members of the Iriad were committed for trial at the Supreme Court, we understand, was referred back by the Attorney-General for disposal at the Sessions Canal.

IRISH AFFAIRS IN PARLIAMENT.

LONDON, 13th September. In the House of Commons last night, Sir William Harcourt vehemently attacked the action of the Government in stopping public meetings in Ireland, pronouncing it a dangerous & illegal which Englishmen would never tolerate.

Mr. Gladstone concurred.

Mr. Balfour reported that when Earl Spencer was Vice-Chairman, numerous meetings were stopped, and, to achieve more strictly to the point, the present Government will persist in firmly upholding the law.

LONDON, 14th September. Mr. Dillon demanded lenient treatment of Irish political prisoners. Mr. Balfour declined to draw any distinction between the inciters to crime and the actual perpetrators.

Mr. Parnell bitterly denounced the barbarity of this decision, and declared the Government answerable if the Irish people retaliated.

THE CHINAWAN—Mr. Ayuk, who was charged with receiving stolen goods in connection with the steamer *Georgina*, was released with a light sentence.

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TWO GALES IN HONG-KONG.

The intervening week has been marked by the occurrence of two typhoons on the coast of Luzon, which, although they broke elsewhere caused heavy weather and gales in Hongkong.

Early on Saturday morning, the 1st instant, a fresh breeze sprang up which gradually increased in force as the day went on. It reached the dimensions of a gale. At 9 a.m. the Observatory gun was fired once, indicating a gale. About noon the following telegram was received from the Director of the Observatory:—“Strong gale only expected or storm; at any rate it is not to blow so hard as in 1884.”

In spite of the warning conveyed by the spring of the gale and the threatening aspect of the weather the Chinese appeared to think that there was nothing to fear, and instead of moving their junks and sampans over to shelter remained in their customary stations. As a consequence of this many of the boats were damaged and broken up, and had it not been in many cases for the timely assistance of the Water-police and the Royal Engineers, the damage would have been far greater.

Captain TALBOT.—I might say that the

fish vote for Warner, Blodgett and Co. and not for the rest of the Company, I could not afford to do so.

Mr. GEORGE.—I don’t understand that they are perpetual agents?

The CHAIRMAN.—They hold the appointment so long as the shareholders choose.

Mr. GEORGE.—We have the power to remove the agency and take it from any time we like. This was the object of my question. We have it in our power now to remove the agency from any time we like.

The CHAIRMAN.—Yes, either from Blodgett and Co. or from Tait and Co. at Anyce.

Captain TALBOT.—I quite understand why Tait and Co. should have that preference, because the Company is under obligation to them as large shareholders. But I don’t see why Warner, Blodgett and Co. should have it. I have no objection to their being appointed agents, but I do object to their being put in this particular form.

The CHAIRMAN.—Does it make any difference? The shareholders have the power to remove them if they don’t do their duty.

Captain TALBOT.—I don’t know, but I practically think it is impossible to take the agency from them again. I have no objection to making them agents. I only object to this great preference being given to them.

Mr. GEORGE.—Why not leave out their names, and leave the appointment to the discretion of the General Managers?

The CHAIRMAN.—We cannot very well do that. Manila originally was on the same foot.

Mr. GEORGE.—I understand they have a shareholding of 100,000 shares.

Mr. DUNLOP.—I understand they have a great number of votes in Manila who will support them, all the Manila shareholders in fact.

Captain TALBOT.—I don’t think my motion can be carried, because I think there are 100 shares at their hands. I would like to have a vote on record that the Company was formed I had no objection to the present arrangement.

The CHAIRMAN.—At that time your objections were really of no account, because the people who started it held the shares. They thought it would turn out a good thing. Unfortunately it has not turned out so.

Captain TALBOT.—I don’t object to Tait and Co. having the privilege. They had a right to make any arrangement that they wished with the shareholders. But I don’t admit the right of Warner, Blodgett & Co.

The CHAIRMAN.—But is it not better they should be the agents when they are backed by the majority of the Manila shareholders? They are preferred by the Manila shareholders; therefore it seems to me it is better they should be there. They have more influence than strangers would have.

Captain TALBOT.—I am not objecting at all to Warner, Blodgett and Co., but simply to the principle of the thing. I don’t see how it is beneficial to the Company that they should have this permanent agency.

The CHAIRMAN.—It has been stated before it is not permanent, but only for so long as the shareholders choose.

Mr. GEORGE.—If their influence wanes, they can change the arrangement.

Captain TALBOT.—I don’t want to insult anyone against them, only I don’t think they should be given this permanent agency.

The CHAIRMAN.—Blodgett was the man who did the work when he arrived.

Mr. GEORGE.—Perhaps they would take \$50. The CHAIRMAN said he thought it was \$100 each.

Mr. GEORGE.—Perhaps they would take \$50.

The CHAIRMAN said he was in favour of two auditors.

After some further conversation on this point Mr. Dunlop’s motion that there be one auditor instead of two was put to the meeting. The voting being equal, the Chairman gave his casting vote against the motion, which was according to him.

The CHAIRMAN.—I think that is all the business. I thank you very much for your attendance.

We shall require another meeting in two weeks time to formalise the resolutions passed to-day, and at the same time you must be prepared to bring forward some names to take the place of the Consulting Committee, which you retired.

Mr. GEORGE.—Can you suggest any one else?

Captain TALBOT.—I don’t wish to suggest any one else. They know more about running the steamer than any one else, but it is a question of principle.

Mr. HENDERSON.—Then it is equally applicable.

Captain TALBOT.—I say I objected to it because I wish people who did the work whom I paid.

The CHAIRMAN.—Blodgett was the man who did the work when he arrived.

Mr. GEORGE.—I don’t want to insult anyone against them, only I don’t think they should be given this permanent agency.

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9,007.49. The four ships of the company's fleet, the *Morita*, *Omega*, *Saturna*, and *John Potts*, are fully employed at current rates of freight.

The *Courier* says—“China which, in order to secure its approbation for service, is referred to as ‘the institution of the Order of the Double Dragon,’ has gone a step further in the bestowal of decorations by conferring a medal to foreigners for saving the life of natives at sea. We have thus in fact the establishment of an institution which is analogous to that of the Royal Humane Society, with the difference that it is founded upon the idea that, when a native, such a decoration bestowed is, we are pleased to learn, Mr. J. C. Sadewasser, late chief officer of the ill-fated *Pautak*. Previous to his appointment to the last-named vessel, he was one of the officers of the *Poohot*, and whilst serving on board this steamer he assisted materially in saving on two occasions the life of a number of shipwrecked natives. The medal was duly presented to him in the foreign and native ports at the time, and the *Tsootsi* of Shanghai, upon reporting the matter to the higher authorities, was requested to bestow the medal upon Mr. Sadewasser, in recognition of the valuable services rendered. The decoration, accompanied by letters patent, was handed over to Mr. Sadewasser, through Dr. E. F. G. Klock, Consul-General for Germany.”

The medal, which is made of gold, is about the size of a Mexican dollar; in form, however, somewhat oblong. Its weight, likewise, is much greater, being about three or four times that of a dollar. On its obverse it bears characters, which translated, mean “Medal of Merit.” On its reverse it has characters, which mean: “Presented by King Tzai-tai of the Sun Sung and the Circular Green silk banner, which my attendants (two local officials) have given me, the outer part of the medal, which is suspended by green silk cords. Both the obverse and reverse of the decoration are embellished by engravings, representing some antediluvian mammals not altogether unlike the bat.”

HANKOW.

The steamer *Kiungking*, which arrived in Shanghai on the 10th inst., from Hankow, reports that the Chief Pilot, Mr. F. Matzen, died suddenly at Hankow of heart disease. He was a native of Copenhagen.

The fate of several ships and signal destructions at Hankow on the 2nd inst. appear to be gradually finding their way to Shanghai. The *Courier* says that it has been established as a fact that the number of junks which were burnt amounts to 512, besides some 3,000 sampans. The total loss of property, about and ashore, destroyed is estimated at fully \$12,000,000. The number lost is given in round figures at 1,000. A single junk is reported to have occurred a few days before the fire. It appears that three large godowns at Han-yang (situated on the shore opposite to that on which Hankow lies) and containing vegetable oil were burned during the conflagration. Shortly after the fire had burned itself out, several hundred coolies were seen busy digging out from beneath the debris some carts down with charred burning beneath. It ruins a large number of coolies. Eighty dead bodies were afterwards recovered, and the number of those who are more or less seriously injured is said to be considerable.

As to the origin of the fire the following is given as coming from a trustworthy source. We report previously that on the fatal morning Captain W. H. Loeb, to whom the command of the steamer *W. H. Loeb* had been given in Shantung, in order to prepare a fire for his return, he ordered several hundreds of coolies to make roads to the river to take them, at least this is the report we receive.

It is also reported on good authority that a despatch was received this week from the Viceroy, by the Prefect, stating that an official was about to come here to examine into the feasibility of a steamer coming, and to make arrangements for such event. It is hoped by all that a steamer will soon be ready to go to the Yangtze River and the lower river. All the foreigners residing here are in good health but business is not very brisk and the crops have suffered on account of the drought that prevailed till this week.—*Temperance Union Correspondent.*

TIENTSIN.

10th September. The goods having overflowed the Eastern bank of the Pei-ho River, great part of the surveyed line, where the future Tientsin-Taku railroad will run, is at present under water day by day. On many points of the line, the eye can only see a vast expanse of inundated country, oftentimes studded with the sails of native craft. The work of pushing on the road in these places is therefore seriously retarded. In one respect, however, this year's unusually high flood has done good and that is, it has washed the embankments that they were constructed on a level which must be absolutely above the risk of any flow or accumulation of water, which comes sweeping southward from all sides of the Southeast water-shed of Chihli, to find its way to the Gulf. On both ends of the road, the energetic engineers are making all preparations, as miles are now being shipped from England to arrive here with the arrival of the river. It is expected that horses, stations, and the whole of the iron road will be ready and running by August of next year.

The Arsenal has been lately employed in making balloons for the Viceroy. Two of them being finished and ready, experiments were made before H. Li Hung-chang, his Yen-chai today. One of the balloons made of paper and about 10 feet in diameter was inflated with hydrogen gas, as it rose in the air, it was fired. Much astonishing was made of this. The other balloon was made of silk. The exhibition gave the Viceroy every satisfaction, and he expects in the future to manufacture balloons for all warlike purposes and to spy into the secrets or ambuscades of China's foes.—*Daily News Correspondent.*

A native informant of Tientsin, says the Chinese, this season, recently made a contract for about 1,500 Chinese sailors' sampan's, to be built and promised that there should be but little sand or dirt. The first installment was received, and passed through the cleaning machine. The weight of sand and gravel taken up was exactly 35 per cent of the gross weight. But this is not all. The wool had been much wetted, partly to cause a fraudulent increase of weight, and partly to make the dried dirt stick in. In consequence of the wetting, the wool was washed by about two tubs per pixel at least. But in any way shipment can only be made at risk as the effect of the soaking is to rot the fibre of the wool until it is almost unfit for spinning or weaving. The trade in sheep's wool is in a better position.

THE PHILIPPINES.

MANILA. Very rough weather was experienced at Manila on the 10th instant, and steamers advertised to leave that day deferred their departure.

The Spanish bergamot *Mariquita* is to load a cargo of wood at Legazpi for Tientsin. The wood is in doubt for the Lintsin-Taku railway.

The *Commerce* learns that there is some idea of sending a small line of steamers which shall run from Manila to hold port at Manila on the outward voyage, and on the return voyage at Shanghai. It is said also that a German has intends to make Manila a port of call.

TONQUIN.

The export duty on salt in Tonquin and Annam has been fixed at 50 centimes per 100 kilograms.

Telegrams published in the *Courrier d'Haiphong* say that a decree has been issued respecting the Customs Union of Indo-China; also that all colonies will enjoy free entry for their goods in Indo-China, and that foreign goods transported in Indo-China will be entitled to a reduction of 80 per cent. in the Customs duties.

For other mail news see Supplement.

NOTICES TO CONSIGNEES.

FROM ANTWERP, PENANG, AND SINGAPORE.

THE Steamship

“WATERGETS.”

Captain Scott, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Under-signed for countersignature and take IMMEDIATE DELIVERY OF THEIR GOODS FROM ALONG-SIDE.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

SIEMSEN & Co., Agents

Hongkong, 10th September, 1887. [1812]

STEAMSHIP “ANADYR.”

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNERS of Cargo from London Ex S.S. “MANCHE” Antwerp Ex S.S. “ROMANUL” and Harro Ex S.S. “MAN-CHER” in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at the risks of the Company's Godowns, whence delivery may be obtained immediately after landing.

Original Cargo will be forwarded, or unless otherwise specified from the Consignee before NOON, TO-DAY (FRIDAY), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after FRIDAY, the 23rd inst., at NOON, will be subject to rent and landing charges at One Cent per package.

All Claims must be sent in to me on or before the 24th inst. (SATURDAY), or they will not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent

Hongkong, 16th September, 1887. [1813]

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship

“ELECTRA.”

Captain Madson, having arrived from the above Ports, Consignees of Cargo are hereby requested to seal in their Bills of Lading for countersignature by the Undersigned and to make immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON T.O.DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Kowloon Flor and Godown Co. and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods returned to the steamer will be subject to rent and landing charges after the 27th inst.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be repaired by the Godowns, and all Goods returned to the steamer will be subject to rent and landing charges after the 27th inst.

No Fire Insurance has been effected.

SIEMSEN & Co., Agents

Hongkong, 20th September, 1887. [1821]

TO BE LET.

TO LET.

ROOMS IN “COLLEGE CHAMBERS.”

Apply to DAVID SASOON, SONS & Co.

Hongkong, 30th July, 1886. [1822]

TO BE LET.

WITH IMMEDIATE POSSESSION.

SUITE OF ROOMS fronting the Praha and Pedder's Street upon the Ground Floor of Building recently occupied by Messrs. MERCIERS & Co.

These Premises are well adapted for OFFICES or STORES.

EISNER VILLA, POXFULM.

Apply to SHARP & Co., Estate Agents.

Hongkong, 28th July, 1887. [1822]

TO BE LET.

WITH IMMEDIATE POSSESSION.

HONGKONG WHARF & GODOWNS.

Goods re-landed on STOKEAGE at Moderate Rates, in First-class Godowns.

STEAMER CARGOES discharged on favourable terms.

Also Entire GODOWNS to LET.

Apply to MEYER & Co.

Hongkong, 2nd July, 1887. [1825]

TO BE LET.

WITH IMMEDIATE POSSESSION.

SUITE OF ROOMS fronting the Praha and Pedder's Street upon the Ground Floor of Building recently occupied by Messrs. MERCIERS & Co.

These Premises are well adapted for OFFICES or STORES.

LINSTEAD & DAVIS.

Apply to LINSTEAD & DAVIS.

Hongkong, 2nd May, 1887. [1824]

NOW READY.

THE KUNG HO CHIH YU WALTZ.

and THE FEI HOHO WALTZES,

by R. G. PASMORE,

published by SYDENHAM MOUTRE,

THE PIANOFORTE AND MUSIC WORKHOUSE, Shanghai.

12th January, 1887. [1825]

TO BE LET.

(POSSESSION 1st OCTOBER, 1887.)

THE Desirable RESIDENCE known as “Brownford,” Bough Road.

Apply to LINSTEAD & DAVIS.

Hongkong, 16th August, 1887. [1825]

TO BE LET.

THE EXTENSIVE PREMISES in Queen's Road (next to the Commissariat Building) lately occupied by the ROYAL NAVAL SEAMEN'S CLUB.

Apply to LINSTEAD & DAVIS.

Hongkong, 2nd May, 1887. [1824]

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THE KUNG HO CHIH YU WALTZ.

and THE FEI HOHO W

MAIL SUPPLEMENT TO THE HONGKONG DAILY PRESS.

HONGKONG, FRIDAY, SEPTEMBER 23RD, 1887.

THE HONGKONG PUBLIC HEALTH BILL.

The Legislative Council on Monday was occupied in discussing the minimum amount of air space that should be allowed for every adult Chinaman. 240 cubic feet is considered sufficient for the London common lodging houses, but the Government is of opinion that nothing less than 300 feet would do for Hongkong. The Hon. A. P. MacEwan proposed that the space should be fixed at 200 feet, and when it was seen that there was no chance of securing this, the Hon. J. Bell-Irving proposed as a compromise 250 feet, which would have left Hongkong still in advance of London. But no; the Government rejected any compromise; it had said 300 feet and was determined to stick to it. The Acting Attorney-General, who seems to have no idea of his own on the subject, read page after page of extracts from various scientific authors as to the amount of air space required by human beings; but the fact remains that people do live and thrive in spaces very much smaller than scientists may consider theoretically desirable, and if 240 feet are considered practically sufficient in London 250 might reasonably have been taken in Hongkong. The Surveyor-General admits that in a climate like Singapore 300 feet would not be necessary. Well, for the greater portion of the year we have a climate like that of Singapore so far as it induces people to keep their windows open or to sleep out of doors, and it is only during a very brief period that the cold is sufficient to make the Chinaman careful about keeping draughts out of his room. For the sake of this brief period it is necessary or desirable to enforce stringent regulations as to overcrowding—regulations which, if enforced, will necessarily have the effect of making the labouring man pay an increase on his already burdensome rent in order to secure the accommodation he does not want but which an arbitrary Government says he must have? If any of our readers have any doubt as to whether 300 cubic feet is more than necessary let them measure one of their own rooms and divide the cubic contents by three hundred. This will give the number of persons that might sleep in the room according to the rules of the Government. We think everyone will agree that a much larger number might reasonably, comfortably, and safely occupy the room. We believe that if the cabin of many steamers were measured it would be found that the air spaces allowed for the passengers is much less than 300 feet. Of course, as Mr. MacEwan says, we should be glad if every person in the colony could have a room as large as the largest at Government House, but that is not the question. The great bulk of the population have to live on wages of \$6 and \$7 a month, and perhaps out of this amount have to support a family. Space is very valuable in Hongkong, and the chief item of expenditure with most persons is the rent. Rents in Hongkong are, we believe, higher than in any other part of the world. To adopt a policy which will have the effect of further raising the rents of the working classes strikes us as cruel and heartless. Ample breathing space during sleep is, of course, desirable, but the Government has no right to insist that a man shall pay for more than is absolutely necessary, 300 feet, we maintain, is more than necessary. A room containing 2,000 cubic feet, fitted up with beds, could accommodate ten men comfortably. General Cameron refers to the troops with their 1,000 cubic feet of air space per man, and the excellent health they enjoy. But is it all due to air space? Is nothing to be got down to the blankets and punkah under which they sleep, to the flannel shirts and chubas belts they are compelled to wear, to the regulations which prevent their exposing themselves to the sun, or to the constant medical inspection? If we follow the argument out to its logical conclusion where will it land us? A soldier is given so many cubic feet of space, therefore a coolie must be so many feet; a soldier is confined to barracks during the heat of the day, therefore a coolie must not be allowed to work in the sun. There can be no doubt that working in the sun is very injurious indeed, to the Chinaman as well as the European. Are we to expect that the Government will bring in a Bill dealing with this source of injury to health? What is wanted in the Government is a little practical common sense, not far-fetched theories and fads. The Government was quite willing to laugh to scorn the opinion of the medical members of the Sanitary Board on one point, but on other points, where medical opinion fits in with the fancies of our sanitary reformers, it is quoted by the page and the public is apparently expected to pay as much reverence to follow by word.

THE MEMBER FOR THE CHAMBER.

Mr. A. P. MacEwan was, as was anticipated, on Saturday unanimously elected as the representative of the Chamber of Commerce in the Legislative Council. The choice of the Chamber will be endorsed by the community generally. Mr. MacEwan being universally recognised, to use the homely phrase employed by the speakers on Saturday, as the right man in the right place. The value of his services in connection with the sanitary legislation now before the Council are too well known to call for special reference. Although in various matters of detail in connection with this subject his views may have been out of accord with those of property owners, he has shown a willingness at all times to look at both sides of a question and to accept modifications where good reason could be shown. But the most important feature in Mr. MacEwan's policy is a full acknowledgement, couched in the high flown language of the East, of Chinese suzerainty. The writer dwells on the sincerity which has characterised the relations of his predecessors ever since their allegiance was tendered to China, and expresses the hope that "the errors and shortcomings which the experience of youth may lead him will meet with that leniency which is extended to a slave, as he would fail to be regarded, and that he may ever be the recipient of the Colossal bounty" for which he will be inexpressibly grateful. We see no reason to doubt the accuracy of the translation. If such a letter was sent as all that probability is that it would be to the effect stated. If the ruler of Nepal were not prepared to say so much, he would have attached greater weight. But what Mr. Russell said in effect was that he had listened to the arguments on the official side and to those on the unofficial side and gave his judgment on the case as presented to him, that judgment being that the representatives of the ratepayers had not made out a case against the Government. If his

CHINA AND HER TRIBUTARIES.

The relations subsisting between the Central Kingdom and her tributaries constitute a veritable Chinese puzzle. The French solved it in Tonquin in a very rough and ready fashion by breaking it to pieces. The British in Burma proceeded in a quiet war, and China in the end confessed herself satisfied with the empty form of a decennial mission from Mandalay to Peking, conducted by the head of the Burmese hierarchy. In Korea again the question of suzerainty is becoming a burning one. China has claimed a more or less nominal suzerainty over that state, but has nevertheless stood by and seen her so-called tributary make independent treaties with foreign powers. Korea has recently expressed her intention of sending missions to the countries with which she has entered into treaty relations, at which point China seems disposed to step in and exercise a power of veto. Whether she will actually do so or not remains to be seen, but our Tsinian contemporary remarks, "she will be forced to declare her self or allow judgment to go against her by default, and she will sooner or later have to pay the penalty of her ambiguity—that is to say, the penalty of all her statesmanship." In the days when China was a powerful empire surrounded by weak states, an ambiguous policy was convenient and not dangerous, as the strong could always decline to be drawn into nations stronger than herself. Ambiguities are but the result of the conflict of nations stronger than the Chinese. The truth of these remarks was strikingly illustrated in Tonquin. When it came to a direct issue China showed by her conduct that she was willing to make the much wider sacrifice at heart attached to the suzerainty which she had allowed to dwindle into an empty form. 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summoned from Canton, or travels the long way from Pekhui on shadow river's and over high mountains to reach small waterways running into the ocean.

A small boat landed at Woow-hoo-foo.

I would especially mention matches and cloths,

lamps, needles, axes, umbrellas, matches, and all sorts of small articles; also woolens and cotton fabrics, such as cambric, shirting, T-shirts, &c., and similar goods also linseed oil, large quantities of coffee and of cotton thread.

I cannot take upon myself to decide as to what proportion of these articles is shipped via Pak-ho and what goes via Canton, but I have been informed that in the thirteen Canton and Pekhui junks alone, which trade to Woow-hoo-foo, between 50 and 60,000 packages of the European goods I have mentioned above, including some 8,000 boxes of kerosene oil, are annually shipped. I must mention also metal from the European market, which now-a-days are still provided in the name of the Chinese for native consumption, and these are shipped as Chinese goods to the interior. Additionally, smaller quantities are reaching Woow-hoo-foo in the original condition.

As soon as the Transit Pass system has once been satisfactorily developed and regulated, the trade of Kwang-si is sure to improve to a very great extent, even if Woow-hoo-foo and other ports remain forbidden to foreigners for some time to come. This will be a great trial with foreign nations, who will be entitled to a right to the European merchant to do business in that interior by the existence of Transit Passes up to 1884, not a single Transit Pass was used in Canton. It was only during the last year that a German firm broke the ice, and thus succeeded in doing considerable business with Kwang-si.

This trade, however, would suddenly be put at a standstill if the Chinese authorities, who have acted entirely in opposition to the treaties, had not, however, brought claims against the provincial Government for losses sustained through its action.

As soon as the settlement of these claims takes place, and this cannot be delayed much longer, and as soon as confidence that the Chinese will act in accordance with the treaties, has been restored, and strengthened, then, and not till then, will the South of China be in a similar position to the South of France to which for many years past it has enjoyed in the north.

Woow-hoo-foo, surrounded by Likin-stations, will be the first place to reap benefit, especially if that port should be constituted a treaty-port, that transit Pass could be taken out in the interest of the Hongkong world than required for its importation. In about two years time our only knowledge of it is, it does not suffice to copy stories with hypotheses and subtle conclusions; I will merely draw attention to one city, viz. Kwai-ki-foo, the capital of Kwang-si, situated on the Fuhu. According to the statistics of the Imperial Maritime Customs of Hankow, in 1882 alone the following goods were sent under Transit Pass from Hankow to Kwai-ki-foo:

6,000 pds. Guy-Shirts... 372 pds. Cotton Yarn
1,500 pds. White Linen... 1,000 pds. Laces
5,225 pds. T-Cloth... 1,000 pds. Medium Cloth
3,250 pds. Drills... 468 pds. Lastings
2,900 pds. Cambric... 468 pds. Muslin
2,972 pds. Velvets... 500 pds. Silk
1,094 pds. Valuets... 700 pds. Matches
708 pds. Tents & Jeans... 2,500 pds. Linen
4,675 pds. Tea... 1,000 pds. Kerosene Oil
1,042 dozens Hatchetts... 500 pds. Various Articles

All these goods were equal in value to about \$300,000.

Now, I would point out the fact which I would add, I am not the first to be struck by, that Kwai-ki-foo can be reached from Canton in a direct line carrying up 1,400 miles, while the port next to it, Kweilin, is only 1,000 miles from the coast, and therefore must be carried over a large stretch of mountainous country, before they reach the Fuhu. One glance at the map of China will, besides, show that the distance from Hankow to Kwai-ki-foo is three or four times as great as the distance from Canton to the same place.

The foregoing striking, and is quite sufficient to prove that, after the Transit Pass system has been constituted, it is a port now fit for the sale of Hongkong imports will be opened. For if there is already a market in Kweilin for foreign goods which reach it by the long, circuitous, and, consequently, expensive route via Shanghai and Hankow, how much better market will it be placed afford, when Likin-stations have been rendered ineffective, and when it can be expected to reach the Fuhu, and Hongkong up the West River? These Likin-stations extend from Canton right into the provinces of Hunan and Yunnan and, like most rams, sweep the life blood out of every trade that tries to develop itself in the rivers which are induced to return to the highways of commerce to Kwai-ki-foo, Kwai-ki-foo, and the previous statement.

At present the same may be said of the export of native articles. I will confine my attention to goods that are exported to Europe and America. I believe I can safely predict that the greater part of the trade in cassia, cassis buds, and oil Nanking for produce, via gallants, star anise, and all, furthermore, cow hides and horns, bristles and feathers, paper, canes, galanzas, and many more now exported only via Shantung; possibly also, tin and copper from Yunnan, and tungsten from Szechuan, where the latter is not now available, or perhaps, as known to our markets, will concentrate at Woow-hoo-foo when this place has been opened, and after the Transit Pass business has given free scope.

With regard to the figures given above relating to the trade of Kwai-ki-foo in European goods, I may meet with the rejoinder that the year 1882 must have been an exceptionally favourable year for the trade of this city, because since then the Transit Pass business to Kwai-ki-foo has materially diminished. But, how is this to be explained?

It is because the Likin authorities on the Shan-hai, Hankow, Kwai-ki-foo line learnt to understand that, if they stuck to their old high taxes, they would simply lose their incomes altogether. Therefore they lowered their taxes to an extent that Transit Passes ceased to come in. That is to say, the annual Trans-Trade Treasury was possible just as well off as they were before, when tariffs were high, but as business was restricted.

I may like Transit Passes to be held less long at the threats of the generation of others, the pilfering officials, who batton on the pickings of the Likin-stations, extending their depredations even to the remotest parts of the neighbouring provinces.

To sum up briefly, when Woow-hoo-foo has been opened to foreigners and the Transit Pass business has been developed, the trade of Canton will enter on a new era!

THE NOMINATION OF A MEMBER OF THE LEGISLATIVE COUNCIL BY THE CHAMBER OF COMMERCE.

A meeting of the Hongkong General Chamber of Commerce was held on Saturday, the 7th inst.

The Officer Administering the Government received the Order to the Council to vote the sum of \$25,000 towards the expenses of a Member of the Chamber of Commerce to be nominated by the Acting Governor.

The Officer Administering the Government rec-

mended the Council to vote the sum of \$25,000 towards the Jubilee Fund, to enable this Colony to contribute its share to the great patriotic celebration of the Jubilee of the Queen.

The Jubilee Fund will proceed to Hongkong on the 1st of September or by one leaving San Francisco on the 5th of August.

It is recommended to Sir, your most obedient humble servant,

H. T. HOLLAND,
Officer Administering the Government of
Hongkong.

Drawing Street, 1st August, 1887.

Sir,—I have the honour to inform you that the Queen's Dispatch No. 223 of the 2nd of June, and I am sure you will be pleased to receive the special part of the Queen's dispatch concerning the celebration of the Jubilee in Hongkong on the 5th of August.

It is with pleasure that I have to acknowledge the Queen's Dispatch No. 223 of the 2nd of June, and I am sure you will be pleased to receive the special part of the Queen's dispatch concerning the celebration of the Jubilee in Hongkong on the 5th of August.

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